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**Among the Oarsmen**

The sudden cool weather of June served the audience to drive the canoeists and pleasure craftmen to cover during the past week, forcing them to seek more congenial locations, as it were. But nothing can prevent the shell oarsmen, when they are enthused over their work, from launching their craft overboard; hence there was no diminution on their part, and the river presented its wonted appearance every afternoon.

The first preliminary aquatic game of the season will be exploded next Thursday afternoon, when the Potomac Boat Club will hold its first club regatta of the year. These regattas, as managed by the Potomac club, usually take on the appearance of small open affairs, from the fact that they generally invite other organizations to compete. This year it is understood the Old Dominion of Alexandria are anxious to make their appearance in four-oared shells against either the Potomacs or Annapolans in a friendly race over a short course. The Potomacs have not a good four-oared shell in their stock of boats, and hence are out of the question, and it looks as if the time is too short to make a request of the Annapolans to send in a crew. The matter is in the hands of Capt. Mueller and Lieut. Gordon, and they will settle the affair today and act in the matter of the regatta. Thursday will consist of all conceivable races—eights, fours, doubles, singles and canoes—the principal race, of course, being in the eights. The leading race will be between the new junior eights, which will probably be entered at Philadelphia, and a picked one from the seniors of the club. The junior will consist of Bell, Stokes, Corbin, Stinemetz, Duganne, 5; M. Lunsford, 4; H. Lunsford, 3; King, 2; Schaffer, 1, and be picked from among Barber, McGowan, Thompson, Bliss, Oursand, Duganne, Chase, Hernan, Daly, Redington, Scott, Hecox and others. There will also be a race in single

## COLLEGE ATHLETICS

With the intercollegiate championship settled in track athletics, lacrosse, cricket and other minor sports, university men throughout the east are beginning to turn their attention to the two intercollegiate regattas. The contestants in the first regatta, which will be held at Poughkeepsie on June 25, will be Cornell, University of Pennsylvania, Columbia, Syracuse, Georgetown and Wisconsin. One day later, at New London, Conn., Harvard and Yale will fight out their dual battle for supremacy on the Thames river.

It is not too much to say that the greatest interest will be taken in the Poughkeepsie races, because of the large number of contestants and the certainty that the race will be a desperate one and a fight all the way. At the Yale-Harvard regatta the Yale crew won so often with such ridiculous ease that interest in this race is always at a low ebb.

Experts who have seen Cornell and Syracuse row this year predict the new regatta will be established for the Poughkeepsie course. Previous to last year Cornell had won three years in succession, following Penn's three straight victories. This year Cornell, especially, is very anxious to follow the tables on the Salt City oarsmen, and judging from the strength the Ithacans have exhibited this year they are quite likely to succeed. The Cornell varsity eight had a thorough try out against Harvard on May 27, and in a race over a course of five miles and seven-eighths in length the Ithacans won by six and one-half lengths. And as Harvard is said to have a better crew this year than formerly this is taken as an indication of Cornell's great strength. On the same day the Cornell second eight defeated Yale and Pennsylvania, at Philadelphia, and at the same time lowered the record for the "American Henley" course set in 1903 by the famous Argonaut eight of Toronto. As several members of this eight will row in Cornell's freshman eight-oared and varsity four-oared shells, it is evident that the Ithacans will be strong all around.

The Syracuse crew has not been tried out this spring against any of the other eights with which it will row at Poughkeepsie. It may be taken for granted, however, that it will be an exceptionally fast aggregation, because it contains nearly every member of the famous 1904 crew. Three of the other eights—Pennsylvania, Georgetown and Columbia—have been tried out against the United States naval cadets at Annapolis. In each instance the midshipmen were victorious. They beat Georgetown first by a length and a quarter, and later they defeated Pennsylvania by a length and three-quarters. It was only after a desperate race that the middies were able to win from the Columbia crew.

Neither Penn or Georgetown. Nothing is known of the Wisconsin eight. The latter is the only western university which devotes any attention to rowing, and in consequence Wisconsin never has an opportunity to test its strength until the big race at Poughkeepsie.

The drawings for positions at the Poughkeepsie races have already taken place, so that all of the crews know in advance just how they are going to be arranged. The outside course No. 3 is the favorite. If the water is rough it is not affected, while the outside course No. 6, is beset with breakers. On the other hand, the inside course No. 1 enjoys but little of the outflow of the tide. Course No. 3 is the mean of these two extremes. If the races were rowed in the open sea, all of the contestants would row on even terms. Efforts have been made from time to time to get the stewards to do this, but they have declined because of the objections raised by the railroads which operate the observation trains along the bank. The following are the drawings for the three eights at Poughkeepsie, course No. 1 being nearest the shore:

Varsity eights—1, Columbia; 2, Syracuse; 3, Wisconsin; 4, Georgetown; 5, Pennsylvania; 6, Cornell; 7, Harvard; 8, Yale.

Varsity fours—1, Syracuse; 2, Columbia; 3, Cornell; 4, Pennsylvania; 5, Wisconsin; 6, Harvard; 7, Yale; 8, Cornell.

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and the certainty of an intercollegiate meeting to be held next year to determine the championship of the United States. Although the eastern men still contend that the point winners of the Franklin Field meet could beat the point winners of the Chicago regatta, they are not rash enough to claim an overwhelming victory.

Taking the records made in the meets of May 27 and June 3 as a basis it is seen that the east made better performances in eight of the thirteen events, while the west showed superiority in just five. The discussion, however, in which Garrelle of Michigan made a new world record, is not considered, because this event is not on the eastern program. The only events in which the west outshone the east were in the 100-yards dash, 220-yards dash, mile run, two-mile run and hammer throw. The following table shows how the performances compare for 1905:

	East.	West.
100-yard dash.....	10 sec.	10 sec.
220-yard dash.....	22 sec.	22 sec.
440-yard dash.....	50 sec.	50 sec.
880-yard dash.....	1:50	1:57
1,760-yard dash.....	4:25	4:25
3,520-yard dash.....	9:15	9:15
7,040-yard dash.....	18:30	18:30
14,080-yard dash.....	37:45	37:45
28,160-yard dash.....	1:15:15	1:15:15
56,320-yard dash.....	2:30:30	2:30:30
112,640-yard dash.....	5:00:00	5:00:00
225,280-yard dash.....	10:00:00	10:00:00
450,560-yard dash.....	20:00:00	20:00:00
901,120-yard dash.....	40:00:00	40:00:00
1,802,240-yard dash.....	80:00:00	80:00:00
3,604,480-yard dash.....	160:00:00	160:00:00
7,208,960-yard dash.....	320:00:00	320:00:00
14,417,920-yard dash.....	640:00:00	640:00:00
28,835,840-yard dash.....	1,280:00:00	1,280:00:00
57,671,680-yard dash.....	2,560:00:00	2,560:00:00
115,343,360-yard dash.....	5,120:00:00	5,120:00:00
230,686,720-yard dash.....	10,240:00:00	10,240:00:00
461,373,440-yard dash.....	20,480:00:00	20,480:00:00
922,746,880-yard dash.....	40,960:00:00	40,960:00:00
1,845,493,760-yard dash.....	81,920:00:00	81,920:00:00
3,690,987,520-yard dash.....	163,840:00:00	163,840:00:00
7,381,975,040-yard dash.....	327,680:00:00	327,680:00:00
14,763,950,080-yard dash.....	655,360:00:00	655,360:00:00
29,527,900,160-yard dash.....	1,310,720:00:00	1,310,720:00:00
59,055,800,320-yard dash.....	2,621,440:00:00	2,621,440:00:00
118,111,600,640-yard dash.....	5,242,880:00:00	5,242,880:00:00
236,223,201,280-yard dash.....	10,485,760:00:00	10,485,760:00:00
472,446,402,560-yard dash.....	20,971,520:00:00	20,971,520:00:00
944,892,805,120-yard dash.....	41,943,040:00:00	41,943,040:00:00
1,889,785,610,240-yard dash.....	83,886,080:00:00	83,886,080:00:00
3,779,571,220,480-yard dash.....	167,772,160:00:00	167,772,160:00:00
7,559,142,440,960-yard dash.....	335,544,320:00:00	335,544,320:00:00
15,118,284,881,920-yard dash.....	671,088,640:00:00	671,088,640:00:00
30,236,569,763,840-yard dash.....	1,342,177,280:00:00	1,342,177,280:00:00
60,473,139,527,680-yard dash.....	2,684,354,560:00:00	2,684,354,560:00:00
120,946,279,055,360-yard dash.....	5,368,709,120:00:00	5,368,709,120:00:00
241,892,558,110,720-yard dash.....	10,737,418,240:00:00	10,737,418,240:00:00
483,785,116,221,440-yard dash.....	21,474,836,480:00:00	21,474,836,480:00:00
967,570,232,442,880-yard dash.....	42,949,672,960:00:00	42,949,672,960:00:00
1,935,140,464,885,760-yard dash.....	85,899,345,920:00:00	85,899,345,920:00:00
3,870,280,929,771,520-yard dash.....	171,798,691,840:00:00	171,798,691,840:00:00
7,740,561,859,543,040-yard dash.....	343,597,383,680:00:00	343,597,383,680:00:00
15,481,123,719,086,080-yard dash.....	687,194,767,360:00:00	687,194,767,360:00:00
30,962,247,438,172,160-yard dash.....	1,374,389,534,720:00:00	1,374,389,534,720:00:00
61,924,494,876,344,320-yard dash.....	2,748,779,069,440:00:00	2,748,779,069,440:00:00
123,848,989,752,688,640-yard dash.....	5,497,558,138,880:00:00	5,497,558,138,880:00:00
247,697,979,505,377,280-yard dash.....	10,995,116,277,760:00:00	10,995,116,277,760:00:00
495,395,959,010,754,560-yard dash.....	21,990,232,555,520:00:00	21,990,232,555,520:00:00
990,791,918,021,509,120-yard dash.....	43,980,465,111,040:00:00	43,980,465,111,040:00:00
1,981,583,836,043,018,240-yard dash.....	87,960,930,222,080:00:00	87,960,930,222,080:00:00
3,963,167,672,086,036,480-yard dash.....	175,921,860,444,160:00:00	175,921,860,444,160:00:00
7,926,335,344,172,072,960-yard dash.....	351,843,720,888,320:00:00	351,843,720,888,320:00:00
15,852,670,688,344,145,920-yard dash.....	703,687,441,776,640:00:00	703,687,441,776,640:00:00
31,705,341,376,688,291,840-yard dash.....	1,407,374,883,553,280:00:00	1,407,374,883,553,280:00:00
63,410,682,753,376,583,680-yard dash.....	2,814,749,767,106,560:00:00	2,814,749,767,106,560:00:00
126,821,365,506,753,167,360-yard dash.....	5,629,499,534,213,120:00:00	5,629,499,534,213,120:00:00
253,642,731,013,506,334,720-yard dash.....	11,258,999,068,426,240:00:00	11,258,999,068,426,240:00:00
507,285,462,027,013,068,448-yard dash.....	22,517,998,136,852,480:00:00	22,517,998,136,852,480:00:00
1,014,570,924,054,026,136,896-yard dash.....	45,035,996,273,704,960:00:00	45,035,996,273,704,960:00:00
2,029,141,848,108,052,273,792-yard dash.....	90,071,992,547,409,920:00:00	90,071,992,547,409,920:00:00
4,058,283,696,216,104,547,584-yard dash.....	180,143,985,094,819,840:00:00	180,143,985,094,819,840:00:00
8,116,567,392,432,209,095,168-yard dash.....	360,287,970,189,639,680:00:00	360,287,970,189,639,680:00:00
16,233,134,784,864,418,190,336-yard dash.....	720,575,940,379,279,360:00:00	720,575,940,379,279,360:00:00
32,466,269,569,728,836,380,672-yard dash.....	1,441,151,880,758,558,720:00:00	1,441,151,880,758,558,720:00:00
64,932,539,139,457,672,771,344-yard dash.....	2,882,303,761,517,117,440:00:00	2,882,303,761,517,117,440:00:00
129,865,078,278,915,345,542,688-yard dash.....	5,764,607,523,034,234,880:00:00	5,764,607,523,034,234,880:00:00
259,730,156,557,830,691,085,376-yard dash.....	11,529,215,046,068,469,760:00:00	11,529,215,046,068,469,760:00:00
519,460,313,115,661,383,170,752-yard dash.....	23,058,430,092,136,939,520:00:00	23,058,430,092,136,939,520:00:00
1,038,920,626,231,322,766,341,504-yard dash.....	46,116,860,184,273,879,040:00:00	46,116,860,184,273,879,040:00:00
2,077,841,252,462,645,525,083,008-yard dash.....	92,233,720,368,547,758,080:00:00	92,233,720,368,547,758,080:00:00
4,155,682,504,925,291,050,166,016-yard dash.....	184,467,440,737,095,516,160:00:00	184,467,440,7